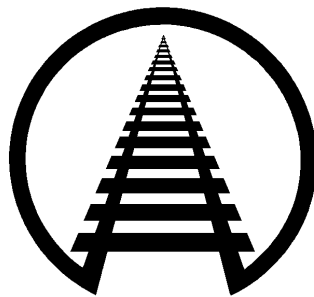


# **General Information Series No. 830**

## **72 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps**

**(CCLG Part 2 (12/19): 6.3.7.5 (new); 7.9.4 (new); Pattern 8-60-72-12-2 (New))**

**Approved by**  
**DAMAGE PREVENTION & FREIGHT CLAIM COMMITTEE**  
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The General Rules relating to personal safety and the safe operation of trains, contained in AAR Circular Nos. 42-N and 43-G or supplements thereto, issued by the Association of American Railroads, **must be observed**.

These loading rules and/or practices apply to shipments transported in the USA, Canada and Mexico.

The loading methods in individual closed car loading publications issued by the Damage Prevention and Loading Services Section of the Association of American Railroads are minimum standards that have been evaluated and approved. These minimum standards offer practical guidelines on the subjects covered. Since these are minimum standards, it may be necessary to supplement these methods in some instances.

Securement standards in AAR closed car loading publications are intended for safe transit of the rail car from origin to destination and prevention of lading and equipment damage. These standards do not address unloading practices.

This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.

*Loading and bracing methods not presently approved may receive consideration for approval and publication under Section II - Evaluation of New Loading and Bracing Methods and Materials for Closed Cars, Trailers or Containers of **General Information Bulletin No. 2, "Rules and Procedures for Testing of New Loading and Bracing Methods or Materials"**. Submit requests to Closed Car Loading Rules Manager, [dpls@aar.com](mailto:dpls@aar.com).*

**CAUTION:** Car rocking motion caused by the lift equipment entering and/or exiting the rail car may cause unsupported packages or articles with a higher center of gravity to fall to the floor. Minimize access to the car. Exercise caution when inside a partially loaded car. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded car.

#### General

Cars must be inspected by shipper at loading point to verify that cars are in suitable condition. Car interiors must have, but are not limited to, sound roofs, sides, floors, and endwalls; and operable, snug-fitting doors. Any exception is cause for the car to be rejected.

It is important that boxcars are clean and free from protruding nails, brads, staples, temporary anchor plates, fragments of steel strap, old blocking etc. Some projections of lining or anchor devices may require covering with sheets of corrugated fiberboard taped in place.

Referenced paragraphs may be found in the Closed Car Loading Guide (CCLG) Part 2, *Best Practices for Loading Roll Paper in Railcars*, December 2019.

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This method is only applicable to 72 in. diameter paper rolls loaded in 60 ft. long cushioned boxcars with 16 ft. double plug doors. Most paper shipped via rail is wrapped or the outer plies are considered the protective wrap. With this loading pattern and securement method damage may occur to the outer plies or roll wrap.

#### **7.9.4 Anchored Double-S Straps: 72 in. Diameter Rolls in a 60 ft. Cushioned Boxcar with 16 ft. Double Plug Doors (CCLG Part 2 - New)**

**7.9.4.1** Load rolls in a 1-1 offset loading method through the boxcar. Load rolls tight with three points of contact with either the endwalls, sidewalls, or other roll stacks.

**7.9.4.2** Rolls may be multi-stacked in the ends of the boxcar but must step down to a single layer at the doorway rolls. Single layer doorway rolls must block an incomplete layer by a minimum of 6 in. Refer to paragraph 6.3.7.5 “Blocking Rolls” for additional information.

**7.9.4.3** Rolls loaded at the doorpost floor spot must contact the doorpost or sidewall and be loaded as far into the boxcar as the pattern allows.

**7.9.4.4** Ensure doorway rolls are not contacting either door and are loaded centered in the railcar. Doorway rolls must contact the rolls at the doorpost, but a void may exist between the two doorway rolls.

**7.9.4.5** Apply four AAR approved Type 1A, Grade 5 nonmetallic straps in a Double-S configuration. Each Double-S strap is applied as one continuous strap through diagonally opposite front and back doorway anchors that creates an S-pattern between the two doorway rolls. Straps should be threaded through doorpost anchors that are the same height above the floor at both anchor points. See Figure 1. Space straps vertically at approximately equal intervals as anchor positions permit.

**7.9.4.6** Connect straps using a ladder buckle in accordance with the manufacturer’s instructions. Straps must be fully tensioned using the correct tensioning tools per manufacturer’s instructions. It is recommended to use a pneumatic or battery powered tension device.

**7.9.4.7** Straps hangers must be applied to the doorway rolls to maintain strap alignment on the rolls.

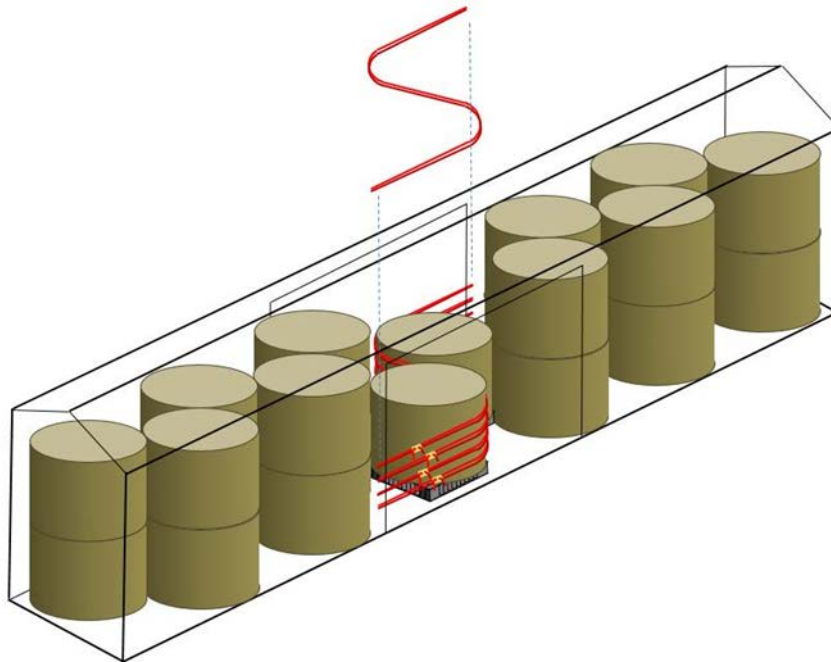
#### **6.3.7.5 Blocking Rolls (CCLG Part 2 – New)**

**6.3.7.5.1** 72 in. diameter rolls may be blocked by 6 in. blocking if the following conditions are met.  
See Figure 1.

- Rolls are loaded in a 60 ft. cushioned boxcar with double plug doors.
- Doorway rolls are secured using the Double-S strap load securement method. Refer to paragraph 7.9.4.
- The incomplete layer is loaded at the endwalls with the single layer in the middle or doorway area of the boxcar.
- Risers must be square riser that are 55 in. x 55 in. with crush strength of 9,000 lb/ft<sup>2</sup>. For riser application refer to paragraph 5.7 “Risers”.

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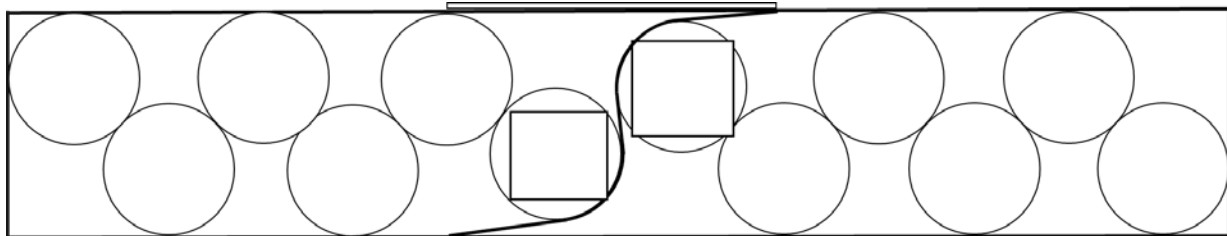


**Figure 1  
Double-S Strapping**

**8-60-72                      60 ft Car—72 in. Diameter Rolls**

<b>Load Plan Number</b>	<b>Car Size</b>	<b>Floor Spots</b>	<b>Securement</b>	<b>Paragraph Reference Number</b>
8-60-72-12-2	60'9" x 9'6"	12	Anchored S-strap	6.3.7.5, 7.9.4

**8-60-72-12-2            72 in. Diameter    60-9 x 9-6 Railcar    Double-S Straps            12 Floor Spots**



<b>Suitable Door Types</b>	<b>Doorway Protection</b>	<b>Maximum Door Width (ft)</b>	<b>Suitable Draft Gear Type</b>
Double Plug	7.9	16	Cushion Underframe

Reference paragraph 6.3.7.5, 7.9.4

## General Information Series No. 830

### 72 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps

#### General Information Series Publications

- 754** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7, Section 6.3 Revised 10/16)
- 755** 55-Gallon Steel Drums on Pallets Secured with Cordstrap® Barriers in 40-ft ISO Containers (Nonhazardous Materials only) (ILG Method I-6) (new 11/16)
- 759** Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars, CCLG Part 10, Primary Metals (2/17)
- 760** Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)
- 765** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 768** Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 778** Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (ILG Method E-23) (3/18)
- 781** Wood Bins Braced by Disposable Inflatable Dunnage Bags and BIN-PAK or M-PAK Lengthwise Void Fillers (4/18)
- 782** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7, Section 6.2) (4/18)
- 783** Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (ILG Method F-4 New) (4/18)
- 784** Cased Goods Secured by S.A.M. D.I.D. Bags (ILG Method F-4 New) (5/18)
- 786** Aluminum Coils on Platforms/Skids Loaded on Rubber Mats & Secured by Two Floor Anchored Web Straps & Supplemental Securement Straps (CCLG Part 9, Section 8.6) (6/18)
- 787** Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15 New) (6/18)
- 791** DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7, Section 6.9) (6/18)
- 792** Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/18) (Cancels GIS 779)
- 793** Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (8/18) (Cancels GIS 780)
- 794** Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8, Section 6.6, New) (8/18)
- 795** Coiled Metal on Platforms/Skids in Boxcars (CCLT Part 9, Section 3.2, New) (8/18)
- 797** Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft in Length at the Nose (ILG Method E-19, Revised) (11/18)
- 798** Intermodal Loads Secured with TyGard DS™ (ILG Method B-9, Revised) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (ILG Method E-21, Revised) (12/18)
- 800** 54 in. Diameter Paperboard on End Using Rubber Mats (ILG Method E-22) (12/18)
- 803** Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
- 809** Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7, Section 6.10-New) (4/19)
- 810** Reinforced Longitudinal Void Fillers for Plastic, Metal or Wood Intermediate Bulk Containers with Tomato Products (CCLG Part 7, 6.1.6, 6.2.10.6, 6.3.6, 6.10.6 (revised) (4/19)
- 811** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags - Horen (CCLG Part 7, Section 6.11-New) (6/19)
- 814** Bales of Wood Pulp in Boxcars (CCLG Part 8 Section 6.5.1 (revised) and Section 6.5.5 (new) (6/19) (Cancels GIS 805)
- 815** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (cancels GIS 806; CCLG Part 8, Section 8.4 (revised) (6/19)
- 816** Pallet Grip® Stretch Wrap (CCLG Part 1 Section 5.4.3; CCLG Part 6 Section 4.6.3 – New) (6/19)
- 817** Case Goods Secured by Stopack Max Blocker D.I.D Bags (ILG Method F-5 - New) Revised (9/19)
- 822** Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (ILG Method H-16 – New) (9/19)
- 823** Plywood and Similar Panels Products – Loading Doorway Areas (CCLG Part 3 – Section 7.3.1; 7.3.2; 7.3.3; and 7.4.3 (revised)) (10/19)
- 824** Case Goods Secured by Stopak Blocker D.I.D Bags (ILG Method F-6 – New) (10/19)
- 825** Loading Bundled Ingots with Open Doorways (CCLG Part 10 – Section 3.2; 6.2; and 6.10 (revised)) (10/19)
- 826** Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco) (CCLG Part 5 – Section 7.1.1 & 7.1.2 (revised) and Section 7.7 (new)) (11/19)
- 827** Drum Layer Separators for Intermodal Shipments (Hazardous or Nonhazardous) (ILG Methods: B-3; B-8; B-9 (GIS 798); G-2; G-3; I-1; I-2; I-3; & I-4 (GIS 792)) (11/19)
- 828** 44 in. Diameter Paper Roll in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2 (12/19) Pattern: 8-50-44-30-1 (New)) (12/19)
- 829** 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2 (12/19) 7.12.1 (revised); Pattern 8-50-39-44-1 (new)) (12/19)
- 830** 72 in. Diameter Paper Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps (CCLG Part 2 (12/19): 6.3.7.5 (new); 7.9.4 (new); Pattern 8-60-72-12-3 (new)) (2/20)